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DE RUEHKO #0639/01 0820713
ZNR UUUUU ZZH
O 230713Z MAR 09
FM AMEMBASSY TOKYO
TO RUEHC/SECSTATE WASHDC IMMEDIATE 1695
INFO RUEHBJ/AMEMBASSY BEIJING IMMEDIATE 8391
RUEHUL/AMEMBASSY SEOUL IMMEDIATE 4416
RUEHGP/AMEMBASSY SINGAPORE IMMEDIATE 7358
RUEHFK/AMCONSUL FUKUOKA IMMEDIATE 3110
RUEHGZ/AMCONSUL GUANGZHOU IMMEDIATE 0008
RUEHNAG/AMCONSUL NAGOYA IMMEDIATE 0857
RUEHNH/AMCONSUL NAHA IMMEDIATE 5450
RUEHOK/AMCONSUL OSAKA KOBE IMMEDIATE 6902
RUEHKS0/AMCONSUL SAPPORO IMMEDIATE 3650
RHMFIUU/DEPT OF HOMELAND SECURITY WASHINGTON DC IMMEDIATE
RULSDMK/DEPT OF TRANSPORTATION WASHINGTON DC IMMEDIATE
RHMFIUU/TSA HQ WASHINGTON DC IMMEDIATE
RHMFIUU/US CUSTOMS AND BORDER PROTECTION WASHINGTON DC IMMEDIATE
RUEHKO/USDAO TOKYO JA IMMEDIATE
RHMFIUU/5AF YOKOTA AB JA IMMEDIATE

UNCLAS SECTION 01 OF 02 TOKYO 000639

SENSITIVE
SIPDIS

STATE FOR S/ES-O/CMS, EAP/J, EEB/TRA
STATE PASS FAA

E.O. 12958: N/A

TAGS: [EAIR](#) [CASC](#) [PREL](#) [JA](#)

SUBJECT: FEDEX AIR CRASH IN TOKYO: SITREP 1

¶1. (U) Summary: At 0648hrs local time, FedEx cargo flight 80 from Guangzhou to Narita Airport crashed upon landing and burst into flames on the runway. FedEx and the GOJ confirmed that the two people on-board, the pilot and co-pilot, died. FedEx confirmed the identities for the two individuals, both of whom are Amcits. Runway A, where the crash occurred, is closed while an investigation continues, and some flights may be delayed or diverted. Post has convened an informal task force and issued a warden message to notify Amcits of potential flight delays. End Summary.

Cause of Crash

¶2. (SBU) Northwest Airlines dispatchers believe a wind shear or strong gust of wind caused FedEx cargo flight 80 to land nose-down with the left wing touching the ground. At the time of the accident, wind conditions were 40 knots from direction 310. Media footage shows the aircraft bouncing several times, flipping over on its side, then bursting into flames upon impact.

Two Amcit Fatalities

¶3. (SBU) A Ministry of Land, Infrastructure, Transportation and Tourism (MLIT) press release indicates the pilot and co-pilot died at 0842hrs and 0838hrs, respectively. FedEx North Pacific Region Managing Director and Regional Counsel David Hoover confirmed the identities of the crew members as Captain Kevin Kyle MOSLEY (DPOB: 07 Mar 1955, Oregon) and First Officer Anthony "Tony" Stephen PINO (DPOB: 25 May 1955, Alabama). FedEx said they have contacted the family members and that the families will not/not travel to Japan. FedEx is sending a team from the U.S. to Japan to handle the disposition of remains. The team is expected to arrive Tuesday morning and will contact ACS.

Effect on Airport Operations

¶4. (SBU) Runway A, the longer of two runways at Narita Airport, is closed completely due to the crash. A large

amount of aviation gas is burning on the runway, and maintenance may be necessary, said Narita Airport Executive Advisor to the President Hiroshi Tanaka. It is unclear when the runway will re-open, he said, and flights may be delayed prior to departure or diverted. (Comment: Post anticipates other airports with Customs, Immigration, and Quarantine facilities -- such as Osaka-Kansai, Nagoya, and Sapporo -- may be used for diversions. Runway B has a capacity limit and will not be able to handle larger aircraft, such as B747s. End comment.) As of 1100hrs, JCAB Director for Safety of Air Carriers said it was unclear whether Haneda Airport would receive diverted flights. Narita Airport authorities met with the airlines to discuss the situation, and a Northwest Airlines official indicated the airport will extend the usual 2300hrs curfew to 0300hrs on runway B to accommodate additional flights. According to the Narita Airport website, approximately 40 percent of departing flights have been or will be cancelled.

¶5. (SBU) Northwest/Delta Airlines (NWA), which operates the largest number of U.S.-Japan flights, has several in-bound flights from the U.S. en route to Narita that will arrive between 1600-1800hrs, said Narita Airport Northwest/Delta Flight Dispatch Office official Yasushi Yatagawa. NWA plans to utilize Runway B for arrivals. Post confirmed NWA cargo flights 901 (which already arrived) and 907 diverted to Yokota Air Base.

GOJ Response

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¶6. (SBU) According to a JCAB Flight Standards Division official Toshiharu Oosumi, six Japan Transport Safety Board (JTSB) investigators are on-site to conduct an aircraft accident investigation.

Post Response

¶7. (SBU) Post convened an informal task force at 0940, consisting of A/DCM, CONS, ECON, FAA, DHS, CBP, and PAS. Post has issued a warden message informing Amcits of potential delays/cancellations of flights and advising travelers to contact their airline or Narita Airport to confirm flight arrival/departure times. Inquiries from press and U.S. citizens have been minimal. Post received a country clearance request for four officials from the National Transportation Safety Board and FAA, who plan to assist JTSB officials with the investigation. Post is also in contact with ground handling agent Universal Aviation, which is assisting with the FedEx representatives' visit. ACS at Post is in direct contact with OCS and with FedEx. If events warrant, Post will send its next sitrep at approximately 1800 local time.

Post Contacts

¶8. (SBU) Post can be reached at 81-3-3224-5000 or IVG 688-5000. Last four digits for local/IVG are: Bill Christopher (CONS) x5180; Naomi Walcott (ECON) x5315; Larry Arima (FAA) x5515; David Marks (PAS) x5271; Mike Cox (DHS/ICE) x5430; and Don Weinberg (RSO) x5595.
ZUMWALT